

**Texas Parks and Wildlife Department  
4200 Smith School Road  
Austin, Texas 78744**

**ADDENDUM**

Addendum Number:	<u>01</u>	Dated:	<u>January 4, 2016</u>
Solicitation Number:	<u>IFB No. 802-16-32893</u>		
Solicitation Title:	<u>Marine Services to Obtain, Clean, and Reef a Ship at High Island Ship Reef (HI-A-424)</u>		
Due Date/Deadline:	<u>January 28, 2016</u>		
Purchaser:	<u>Renee Serrano</u>		

**PURPOSE OF ADDENDUM: REVISED SPECIFICATIONS**

Except as provided herein, all terms and conditions of the document referenced herein, remain unchanged and in full force and effect. The following are specifications to this solicitation. This Addendum shall be attached to and form a part of the referenced solicitation document and any resulting awarded contract, and must be considered in your response.

**Questions and Answers**

Question 1; Reference to 5.6, page 3

Qualification and experience. If a company bidding has not specifically sunk vessels in the past for reefing, but is presently in the vessel dismantling business but has its principal manager and other personnel with extensive reefing experience, will that qualify the company in regards to experience? The manager will be a principal in Bay Bridge and will be fully in charge of this reef project.

Answer:

Per the qualification and experience requirements of the RFP, a company that has not specifically sunk vessels will not be qualified. However, TPWD has determined that a Contractor's Key Personnel Qualifications would be sufficient in meeting this requirement. An Addendum will be processed to updating Section 5.6, Page 3. See Addendum 02 for clarification.

Question 2:

In regards to reefing site, i.e. High Island Ship Artificial Reef (HI-A-424) has testing been carried out as to the type of bottom conditions, i.e. soft material or hard bottom? For example if a soft bottom, 4000 ton vessel should sink into the mud bottom and remain more stable on the bottom. The vessel will react a different way on a hard bottom.

Answer:

The bottom is soft sandy mud so the ship should sink into it a few feet.

Question 3:

In TPWD's choice of vessel would they prefer a cargo vessel with open cargo holds to a tanker which will not be fully opened up?

Answer:

TPWD will evaluate each ship on its own merits but will look at diver access (how interesting it will be to dive on) and how much available marine habitat it provides. A vessel that has more open spaces will be scored higher than one with a lot of solid, closed metal areas.

Question 4:

Would a company submitting a bid as the prime contractor owned by a minority and by a woman be evaluated ahead of a company not owned by a minority and a woman? This is well addressed for subcontracting under HUB Subcontracting Plan but was not clear as to the principal contractor.

Answer:

No. Proposals are evaluated per the evaluation criteria provided in the RFP. The State of Texas does not give preference to HUB vendors and/or vendors that subcontract with HUB vendors.

Question 5:

Does TPWD prefer to leave machinery and equipment in the engine room and on decks provided the items are cleaned of all hydro carbons or other non-metallic material?

Answer:

Yes. Machinery that can be cleaned and left in place will be more aesthetically appealing to divers and make the ship look more like a ship.

Question 6:

If a vessel has non-hazardous fixed ballast, such as concrete or similar high density material can the contractor leave it on the vessel? Most times this material is located in the bottom of the vessel and will add to the vessels stability and lowering its center of gravity (CG).

Answer:

Yes. That material does add to the stability of the ship and can be left in place as long as it is not a hazardous substance.

**Respondents are to acknowledge receipt of this Addendum. Return a signed copy of this notice with your response submission.**

**I acknowledge receipt of this addendum.**

\_\_\_\_\_  
Respondent Company Name

\_\_\_\_\_  
Respondent's Authorized Signature

\_\_\_\_\_  
Date